

STATE OF INDIANA
LAKE COUNTY
FILED FOR RECORD

TOWN ST. JOHN
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ST. JOHN REDEVELOPMENT COMMISSION

RESOLUTION NO. 2-17-97-B

RESOLUTION OF THE ST. JOHN REDEVELOPMENT COMMISSION
DECLARING AN AREA IN THE TOWN OF ST. JOHN AS AN
ECONOMIC DEVELOPMENT AREA AND APPROVING A PLAN FOR SAID AREA
(SOUTH ECONOMIC DEVELOPMENT AREA)

WHEREAS, the St. John Redevelopment Commission, governing body of the St. John Department of Redevelopment, pursuant to I.C. 36-7-14, as amended, (the "Act") has thoroughly studied that area of the Town of St. John, Indiana described on Exhibit A attached hereto and incorporated herein (the "Area"); and

WHEREAS, the existing public infrastructure is inadequate to service anticipated demand in or near the Area; and

WHEREAS, this Commission has caused to be prepared maps and plats showing the boundaries of the Area, the location of various parcels of property, streets, alleys, and other features affecting the acquisition, clearance, replatting, replanning, rezoning, or redevelopment of the Area, indicating any parcels to be acquired and the owners thereof, the parts of the Area to be devoted to public ways, levees, sewerage, and other public purposes, together with an estimate of the costs of acquisition and redevelopment; and

WHEREAS, there has been presented to this meeting for consideration and approval of this Commission a development plan (the "Plan") for the Area entitled the St. John South Economic Development Area Plan; and

WHEREAS, the Plan and supporting data were reviewed and considered at this meeting; and

WHEREAS, Sections 41 and 43 of the Act have been created to permit the creation of "economic development areas" and to provide that all of the rights, powers, privileges and immunities that may be exercised by this Commission in a redevelopment area or urban renewal area may be exercised in an economic development area, subject to the conditions set forth in the Act; and

WHEREAS, Sections 39 and 39.3 of the Act have been created and amended to permit the creation of "allocation areas" to provide for the allocation and distribution of property taxes for the purposes and in the manner provided in said Sections; and

WHEREAS, this Commission deems it advisable to apply the provisions of said Sections 39, 39.3, 41 and 43 of the Act to the Plan and financing of the Plan.

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NOW, THEREFORE, BE IT RESOLVED BY THE ST. JOHN REDEVELOPMENT COMMISSION, GOVERNING BODY OF THE ST. JOHN DEPARTMENT OF REDEVELOPMENT, as follows:

1. The Plan for the Area promotes significant opportunities for the gainful employment of its citizens, attraction of major new business enterprises to the Town of St. John, retention and expansion of significant business enterprises existing in the boundaries of the Town, and meets other purposes of Sections 2.5, 41 and 43 of the Act, including without limitation benefiting public health, safety and welfare, increasing the economic well being of the Town and the State of Indiana, and serving to protect and increase property values in the Town and the State.

2. The Plan for the Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Sections 2.5, 41 and 43 of the Act because of lack of local public improvements, existence of improvements or conditions that lower the value of the land below that of nearby land, or other similar conditions, including without limitation the cost of the projects contemplated by the Plan and the necessity for requiring the proper use of land so as to best serve the interests of the Town and its citizens.

3. The public health and welfare will be benefited by accomplishment of the Plan for the Area.

4. The accomplishment of the Plan for the Area will be a public utility and benefit as measured by the attraction or retention of permanent jobs, an increase in the property tax base, improved diversity of the economic base and other similar public benefits.

5. The Plan for the Area conforms to other development and redevelopment plans for the Town.

6. The Town of St. John Redevelopment District proposes to acquire land or interests in land within the boundaries of the Area only to the extent indicated in the Plan.

7. The Commission hereby adopts the specific findings set forth in the Plan, and the Plan is hereby in all respects approved. The secretary of this Commission is hereby directed to file a copy of the Plan with the minutes of this meeting. The Area is each hereby designated as an "economic development area" under Section 41 of the Act.

8. The Area is hereby designated as an "allocation area" pursuant to Sections 39 and 39.3 of the Act for purposes of the allocation and distribution of property taxes for the purposes and in the manner provided by said Sections. Any taxes imposed under I.C. 6-1.1 on real property, and any taxes imposed under I.C. 6-1.1

on the depreciable personal property of the Designated Taxpayer (as defined below), subsequently levied by or for the benefit of any public body entitled to a distribution of property taxes on taxable property in said allocation area shall be allocated and distributed as follows:

Except as otherwise provided in said Sections 39 and 39.3, the proceeds of taxes attributable to the lesser of the assessed value of the property for the assessment date with respect to which the allocation and distribution is made, or the base assessed value, shall be allocated to and when collected paid into the funds of the respective taxing units. Except as otherwise provided in said Section 39, property tax proceeds in excess of those described in the previous sentence shall be allocated to the redevelopment district and when collected paid into an allocation fund for said allocation area that may be used by the redevelopment district to do one or more of the things specified in Section 39(b)(2) of the Act, as the same may be amended from time to time. Said allocation fund may not be used for operating expenses of this Commission. Except as otherwise provided in the Act, before July 15 of each year, the Commission shall take the actions set forth in Section 39(b)(3) of the Act.

For purposes of the foregoing, Designated Taxpayer means Polycon, Inc. and its affiliates, and depreciable personal property refers to all of the Designated Taxpayer's depreciable personal property located in the Area. This Commission hereby finds that the taxes to be derived from such depreciable personal property in excess of the taxes attributable to the base assessed value of that personal property, are needed to pay debt service or to provide security for bonds issued under Section 25.1 of the Act or to make payments or to provide security on leases payable under Section 25.2 of the Act in order to provide local public improvements for the Area. This Commission also finds that the Designated Taxpayer's property in the Area will consist primarily of industrial, manufacturing, warehousing, research and development, processing, distribution or transportation related projects, and will not consist primarily of retail, commercial, or residential projects.

9. The foregoing allocation provision shall apply to all of the Area.

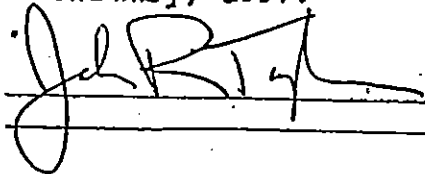
10. The Area is designated as the "St. John South Economic Development Area." Said allocation area is hereby designated as the "St. John South TIF Allocation Area," and said allocation fund is hereby designated as the "St. John South Allocation Area Allocation Fund."

11. The provisions of this Resolution shall be subject in all respects to the Act and any amendments thereto.

12. This Resolution, together with any supporting data and together with the Plan, shall be submitted to the St. John Plan Commission and the Town Council of the Town as provided in the Act, and if approved by the Plan Commission and the Town Council shall be submitted to a public hearing and remonstrance as provided by the Act, after public notice as required by the Act.

13. The officers of the Commission are hereby authorized to make all filings necessary or desirable to carry out the purposes and intent of this Resolution.

Adopted the 17th day of February, 1997.


_____, President

ATTEST:

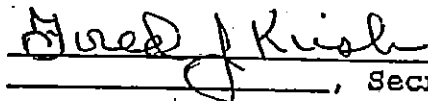

_____, Secretary

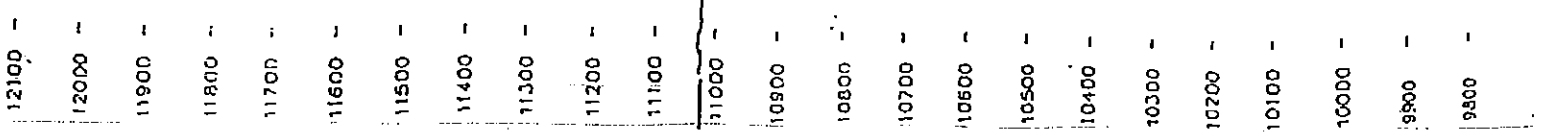
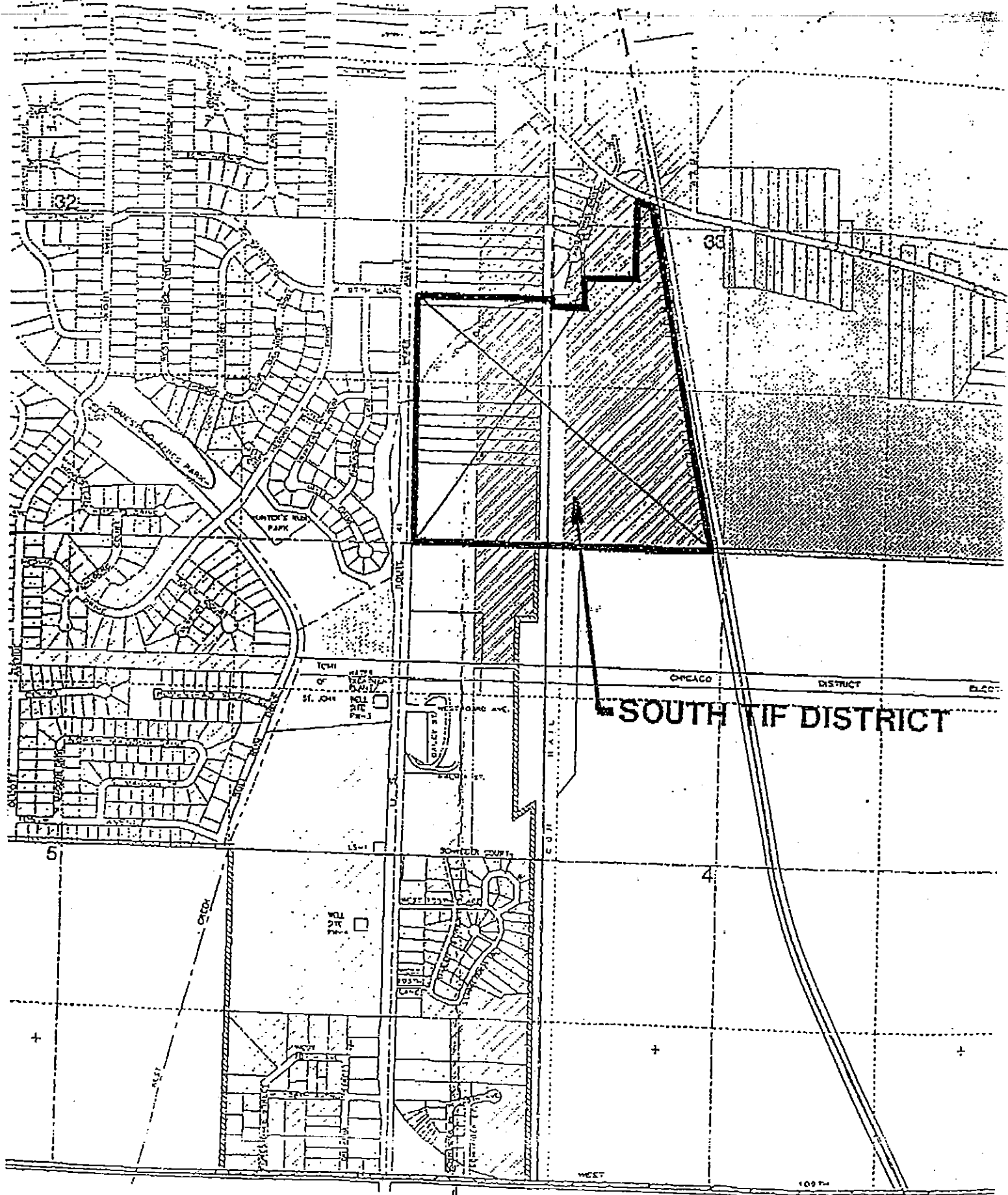
EXHIBIT A

Economic Development Area

SOUTH TIF DISTRICT:

Beginning at the southwest corner of Section 33, T.35N., R.9W, thence northwards along the west line of Section 33 being in the right-of-way of U.S. Highway No. 41 a distance of approximately 2050 feet to the center line of W. 97th Lane, thence east to the centerline of the right-of-way of the Conrail Railroad, thence southward along said centerline to the south line of Section 33, thence westwards along the south Section line to the point of beginning; and also including the following:

Commencing at the southeast corner of the southwest 1/4 of Section 33, T.35N., R.9W., thence westward along the south line of Section 33 to the west right-of-way line of the Monon Railroad to the true point of beginning; thence along the south line of Section 33 to the centerline of the right-of-way of the Conrail Railroad, thence northward along said centerline to the south line of St. John Industrial Park South, thence eastward along said south property line to the southeast corner of the St. John Industrial Park South, thence northward along the east property line of the St. John Industrial Park South to the southwest corner of Pon & Co's Highway Farms Addition, thence eastward along the south property line to the east property line of a private road belonging to Pon & Co's Highway Farms Addition a distance of approximately 392 feet, thence northward along the east property line of said private road to the south right-of-way line of Joliet Street, thence southeastward along said right-of-way line to the west right-of-way line of the Monon Railroad, thence southward along said Monon Railroad right-of-way line to the point of beginning.



St. John
South Economic Development Area Plan

TOWN OF ST. JOHN, INDIANA

Adopted by the St. John Redevelopment
Commission on February 17, 1997

INTRODUCTION

The St. John Redevelopment Commission has prepared the following Plan for the successful economic development of a portion of the Town. The area subject to this Plan (the "Area") is described more fully on Exhibit A attached hereto and incorporated herein.

Polycon, Inc., an Illinois corporation, has proposed to undertake the construction and development of a manufacturing facility and related facilities on a site in the Area consisting of an approximately 20-acre site. Polycon is engaged in the manufacture of plastic containers by and through a blow molding process. It intends to construct an approximate 180,000 square foot building and will create approximately 175 new full-time permanent positions at the site. It is anticipated that construction will begin in the summer of 1997 and the project will consist of the approximate expenditure of \$8 million as a whole. The Polycon proposal and other opportunities to develop the Area will require certain U.S. 41 improvements as well as the construction of a frontage road. The St. John Comprehensive Plan requires a frontage road adjacent and parallel to Wicker Avenue with limited access points to Wicker Avenue, and at each access point there should be an adequate deceleration lane. Additionally, there will have to be made public improvement plans for the crossing of St. John Ditch as well as other public improvements such as sanitary sewer branch main and water main extensions to the subject site. These improvements will be required for any substantial commercial or industrial use of the Area.

The Commission was formed to help the Town take advantage of opportunities such as the one described above or similar opportunities. It is a goal of the Commission to make needed infrastructure improvements in the Area, and thus to enhance opportunities for private development of the Area for the benefit of the Town's residents, to promote significant opportunities for the gainful employment of the Town's citizens, to attract major new business to the Town, to increase the Town's tax base and property values and to enhance the quality of life for residents for the Town. Actions designed to enhance development can provide for functional usage that will enable the Area to realize its full economic and tax producing potential.

The anticipated benefits of the Plan include new private investment, new jobs, an expanded tax base, improved economic diversity and increased property values, thus benefitting the public health and welfare of the Town and its citizens.

Development of the Area will, however, require funding for the construction of needed public improvements. General obligation bond financing and tax increment bond financing are sources of resources needed to implement the Plan. State and other funds also may be required to implement the projects described herein.

I. DESCRIPTION OF PROJECT AREA

The extent and boundaries of the Area are described on Exhibit A.

II. PHYSICAL DESCRIPTION OF THE AREA

Zoning

Zoning within and near the Area is shown on the Zoning Map on Exhibit B.

Existing Conditions

The existing conditions in the Area are described on Exhibit C.

III. LAND USE DEVELOPMENT PLAN

This development Plan is based on an analysis of existing conditions and an evaluation of the most appropriate land uses for the Area.

Objectives

General objectives for the Area are:

- A. To provide needed street, utility and other infrastructure improvements.
- B. To implement a development plan that is economically feasible.
- C. To attract via infrastructure improvements described herein the type of development which will retain residents, create maximum economic benefits to all members of the community, increase employment and business opportunities for the citizens of the Town, increase the tax base and property values, and enhance the quality of life in the Town.

IV. UNDERTAKING THE CAPITAL IMPROVEMENT PROJECTS

The Redevelopment Commission has identified as needed the improvement projects described on Exhibit C.

NOTE: All costs and time frames are estimates subject to final project engineering, availability of funds and other factors.

Any construction work and related planning, supervisory and related work in connection with these projects may be carried out by the appropriate Town or County officials, employees, departments or agencies.

V. CONCLUSION

To ensure that this redevelopment Plan remains current, the Redevelopment Commission may, from time to time, amend or modify the Plan as provided in the governing statutes.

EXHIBIT A

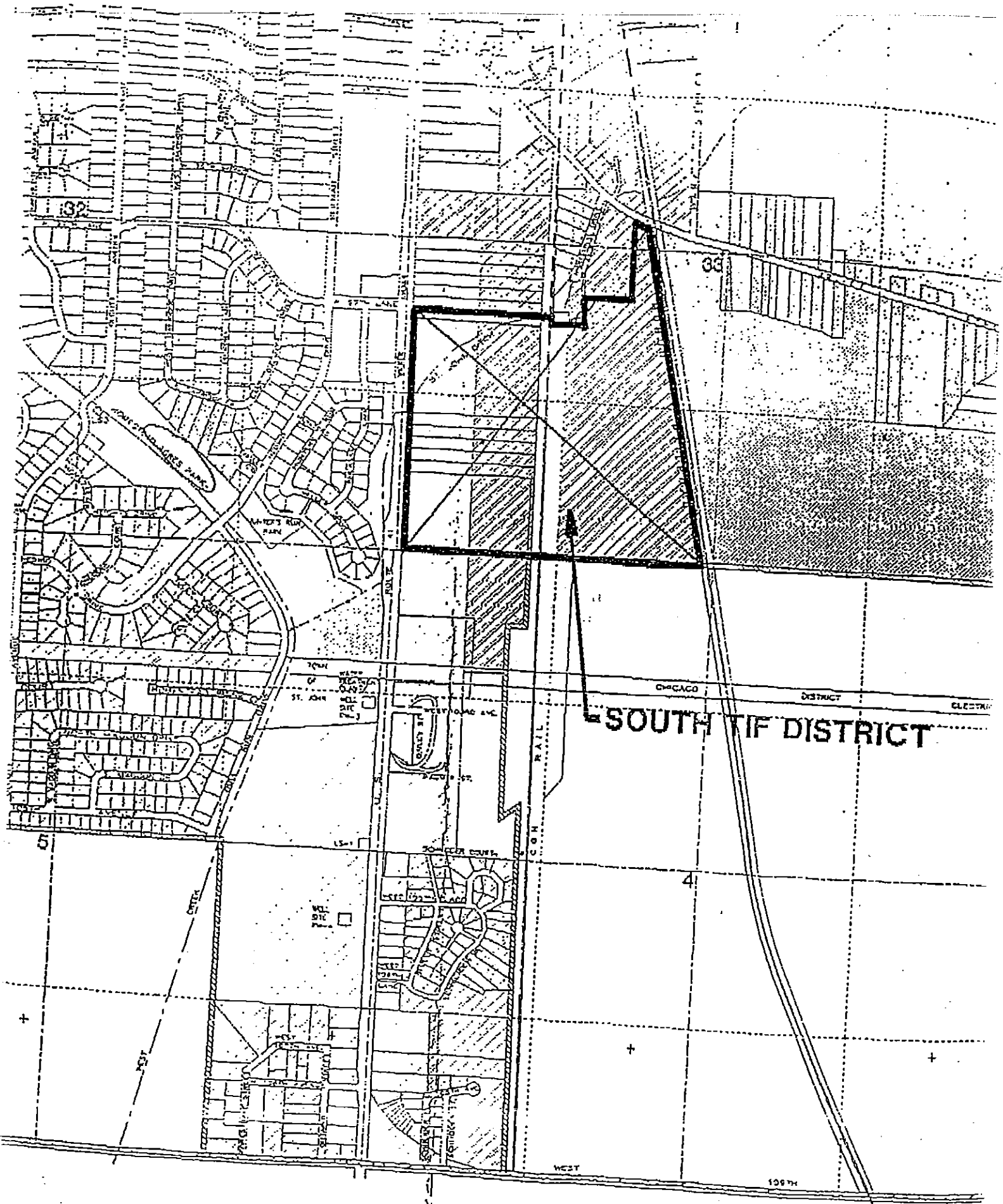
Description of the Area

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SOUTH TIE DISTRICT:

Beginning at the southwest corner of Section 33, T.35N., R.9W, thence northwards along the west line of Section 33 being in the right-of-way of U.S. Highway No. 41 a distance of approximately 2050 feet to the center line of W. 97th Lane, thence east to the centerline of the right-of-way of the Conrail Railroad, thence southward along said centerline to the south line of Section 33, thence westwards along the south Section line to the point of beginning; and also including the following:

Commencing at the southeast corner of the southwest 1/4 of Section 33, T.35N., R.9W., thence westward along the south line of Section 33 to the west right-of-way line of the Monon Railroad to the true point of beginning; thence along the south line of Section 33 to the centerline of the right-of-way of the Conrail Railroad, thence northward along said centerline to the south line of St. John Industrial Park South, thence eastward along said south property line to the southeast corner of the St. John Industrial Park South, thence northward along the east property line of the St. John Industrial Park South to the southwest corner of Pon & Co's Highway Farms Addition, thence eastward along the south property line to the east property line of a private road belonging to Pon & Co's Highway Farms Addition a distance of approximately 392 feet, thence northward along the east property line of said private road to the south right-of-way line of Joliet Street, thence southeastward along said right-of-way line to the west right-of-way line of the Monon Railroad, thence southward along said Monon Railroad right-of-way line to the point of beginning.



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EXHIBIT B

Zoning

EXHIBIT C

Existing Conditions and Proposed Improvements

CURRENT CONDITIONS

SOUTH TIF DISTRICT:

This proposed Tax Incremental Financing (TIF) District contains approximately 115 acres of land which encompasses the area north of the south line of Section 33 to West 97th Lane and between Wicker Avenue (U.S. 41) and the Monon Railroad, and also the area between Pon and Co.'s Highway Addition and the Monon Railroad, south of Joliet Street. The area between Wicker Avenue and the Conrail Railroad was farmed regularly until five or six years ago. The area between the Conrail Railroad and the Monon Railroad is farmed to this day. There are no existing residential, commercial or industrial structures in this area.

Traffic to the area between Wicker Avenue and the Conrail Railroad is served by Wicker Avenue only. There is currently a traffic signal along this portion of U.S. 41 located at West 97th Lane to regulate through traffic on U.S. 41 and ingress/egress traffic to West 97th Lane.

Traffic to the area between the Conrail Railroad and the Monon Railroad is served by Joliet Street only. Joliet Street intersects with U.S. 41 approximately 2500' west of the access point to this portion of the South TIF District.

Sanitary sewers are available along the east side of Wicker Avenue for the north 1400 feet and along the north side of St. John Ditch. The south 600 feet along Wicker Avenue is not served directly by sanitary sewers. Sanitary sewers are also available along Joliet Street to serve the area between the railroad tracks south of Joliet Street.

The water distribution system serves the north 1400 feet of Wicker Avenue with a fifty year old 6 inch water main. The south 600 feet along Wicker Avenue is served by a 12 inch water main. Joliet Street fronting the TIF District has a 6 inch water main available to serve the area between the railroad tracks.

PROPOSED INFRASTRUCTURE IMPROVEMENTS

SOUTH TIF DISTRICT:

As noted above, direct access from Wicker Avenue to individual parcels must be made from a frontage road system. Signalization and deceleration lanes similar to the improvements discussed for the North TIF District must be made for the South TIF District also. West 97th Lane should be the location for a traffic signal to control the highway and cross traffic to and from the frontage road. The frontage road would transverse the length of the TIF District along Wicker Avenue with limited access to the highway. The frontage road would have to cross St. John Ditch requiring extra grading work and a large culvert.

The area accessed by Joliet Street will require a local street to be built into the district. This street should be located as far as possible from the Monon Railroad crossing to allow vehicle stacking and not block the entrance to the new street. The street will traverse the length of the District adjacent to the Monon Railroad. Eventually it is desired that this street intersect with West 109th Avenue (S.R. 231) to allow access from the south.

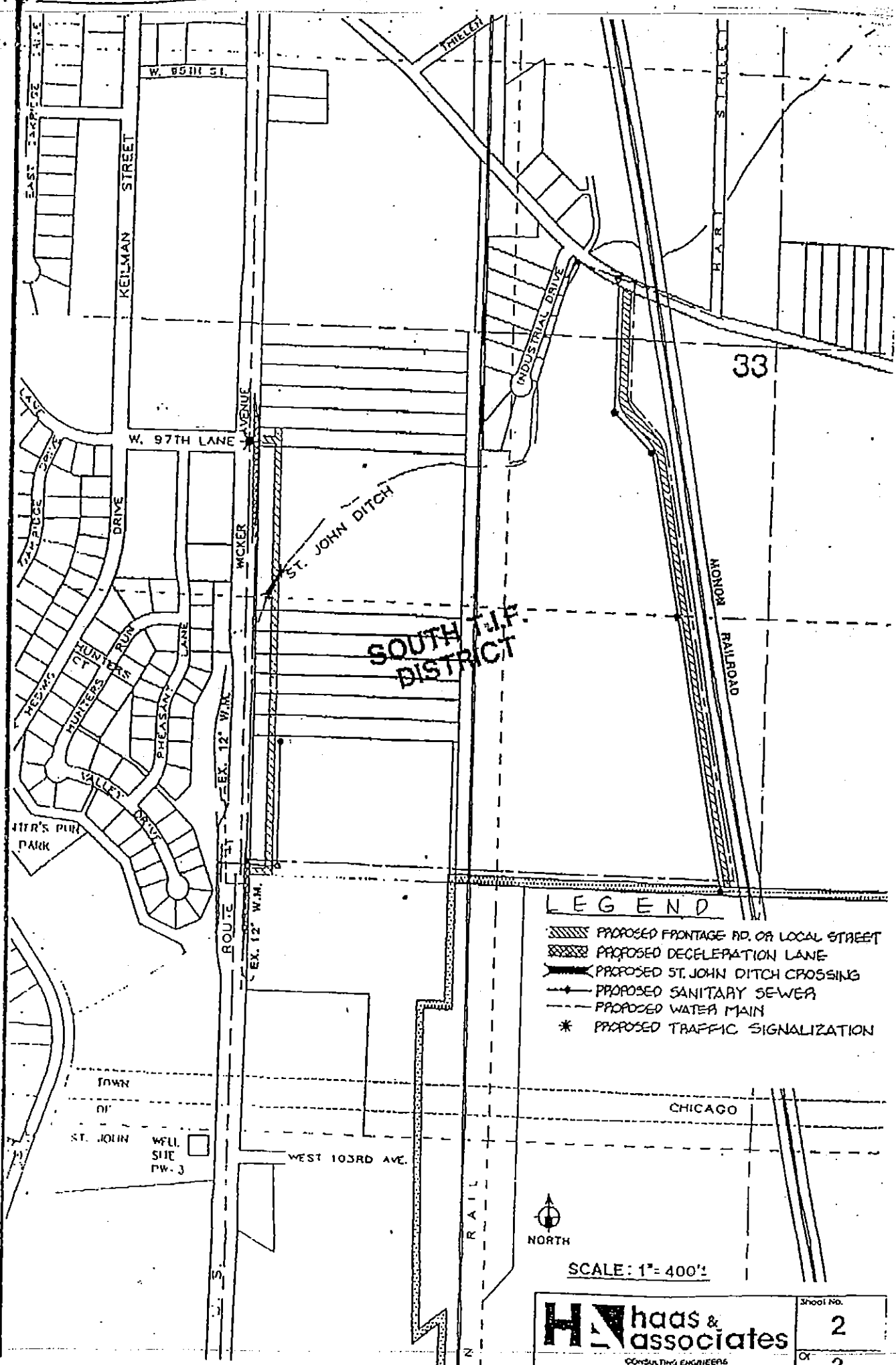
Sanitary sewers must be added to serve the south 600 feet adjacent to Wicker Avenue and should parallel the frontage road. The topography of the land will force the flow in the sewers to be southward. The sewer will have to cross under Wicker Avenue to the existing 12" sanitary sewer on the west side. A new sanitary sewer is proposed to serve the district between the railroad tracks. It should parallel the proposed local street that serves the district. Final determination of the discharge points to existing sewers will need to be made at a later time, but most of the flow should be able to flow northwards to Joliet Street. Another discharge point would be the south end of the proposed sewer paralleling Wicker Avenue but would be required to cross under the Conrail Railroad.

The existing 12 inch water main on the east side of Wicker Avenue should be extended northward replacing the undersized and old existing 6 inch water main to West 97th Lane. A new proposed 12 inch water main should also branch to the east from Wicker Avenue at the south line of the district, under the Conrail Railroad, to the proposed local street and then north to the Joliet Street 6 inch water main. All new water mains are to include proper valving and fire hydrants.

ESTIMATE OF COST OF INFRASTRUCTURE ADDITIONS AND IMPROVEMENTS

SOUTH TIF DISTRICT:

<u>Item</u>	<u>Description</u>	<u>Estimated Cost</u>	<u>Implementation Time Frame</u> <u>Begin</u> <u>End</u>
1	Wicker Avenue (US41) Improvements - including left turn lanes, deceleration lanes and tapers, traffic signalization and controls, gravel shoulders, grading, etc.	\$262,500.00	Spring '97
2	Frontage Road (25' width) - including excavation, fill, grading, stone base, hot asphaltic binder and surface, curbs, etc.	\$227,000.00	Spring '97
3	St. John Ditch Crossing - including culvert, soil erosion control, fill, etc.	\$ 26,600.00	Spring '97
4	Sanitary Sewers - including main, highway crossing, manholes, excavation, backfill, inspection, testing, etc.	\$186,300.00	Spring '97
5	Water Main Extensions - including 12" main, valves, fire hydrants, inspection, testing, etc.	\$ 39,200.00	Spring '97
6	Soil Testing, Environmental Assessment, Legal Survey	\$ 30,000.00	Spring '97
TOTAL ITEMS 1 THROUGH 6 (not including legal or land acquisition costs)		<u>\$771,600.00</u>	



- LEGEND**
- PROPOSED FRONTAGE RD. OR LOCAL STREET
 - PROPOSED DECELERATION LANE
 - PROPOSED ST. JOHN DITCH CROSSING
 - PROPOSED SANITARY SEWER
 - PROPOSED WATER MAIN
 - PROPOSED TRAFFIC SIGNALIZATION



SCALE: 1" = 400'

 Haas & Associates CONSULTING ENGINEERS	Sheet No.	2
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